

the carriers for travel between points within the continental United States.

(c) Uniform minimum standards of service for the movement of personnel for the Department of Defense via commercial contract and charter air transportation shall be developed by the Single Manager for Traffic Management and the Single Manager for Airlift Service (in coordination with the military departments) in implementation of this part, as they apply within the continental United States and to, from, and outside the continental United States, respectively. Such standards will provide for comfort of travel and service which will be comparable to that available to and used by the general public. The standards established may be changed or waived by the procuring agency only when such action is required to meet exigencies of the mission.

Part 210—Load Limitations for Transportation of Groups of Military Personnel in Commercial Aircraft

CODIFICATION: Part 210 was added, 21 F. R. 839, Feb. 7, 1956, redesignated at 21 F. R. 1175, Feb. 21, 1956, and subsequently deleted, 23 F. R. 1810, Mar. 1, 1958.

Part 211—Policy Governing Transportation and Accommodations of Military Personnel and Their Dependents, Civilian Employees and Their Dependents, When Traveling via Commercial, Government or Private Transportation ¹

Sec.

- 211.1 Purpose.
- 211.2 Scope and applicability.
- 211.3 Air transportation.
- 211.4 Land transportation.
- 211.5 Sea transportation.

AUTHORITY: §§ 211.1 to 211.5 issued under sec. 202, 61 Stat. 500, as amended; 5 U. S. C. 171a.

§ 211.1 *Purpose.* To establish a uniform Department of Defense policy governing transportation and accommodations, as set forth in §§ 211.3 to 211.5,

¹ Part headnote amended, 23 F. R. 8336, Oct. 29, 1958.

for military personnel, their dependents, civilian employees and their dependents when traveling via commercial, government or private transportation within, to, from, or outside the continental United States at Government expense. Basic authority for the movement of military personnel and their dependents is contained in the Career Compensation Act of 1949 as amended (63 Stat. 813), implemented by the Joint Travel Regulations. Basic authority for movement of civilian employees and their dependents is contained in section 1 of the Administrative Expenses Act of 1946, as amended (60 Stat. 806), implemented by Standardized Government Travel Regulations promulgated by the Bureau of the Budget.

CODIFICATION: § 211.1 was added, 21 F. R. 1589, Mar. 14, 1956. Subsequently, the first sentence was amended to read as set forth above, 23 F. R. 8336, Oct. 29, 1958.

§ 211.2 *Scope and applicability*—(a) *Commercial transportation.* (1) Commercial transportation service will be employed for the movement (within, to from or outside the United States) of personnel when such service is available or readily obtainable and satisfactorily capable of meeting military requirements, except as provided in paragraph (b) of this section.

(2) When it is determined that commercial transportation will be provided for travel to, from or outside the United States, aircraft and ships registered under the laws of the United States will be used unless the nonavailability of such aircraft or ships, or the exigencies of the mission, require the use of aircraft or ships registered under foreign flag (aircraft registered under laws of the United States and operated under certificates or permits held by foreign air carriers will be considered foreign flag carriers).

(b) *Government transportation.* Consistent with the chartered responsibilities of Military Sea Transportation Service and Military Air Transport Service to provide transportation service for all military agencies, the employment of commercial transportation to, from, between and within areas outside the United States shall not take precedence over the efficient and economic utilization of the military-owned transportation resources of Military Sea Transportation Service and Military Air Transport Service which have been ap-

proved by the Secretary of Defense as essential to national security.

(c) *Private transportation.* (1) Private transportation may be used for travel to be performed at personal expense on a reimbursable basis, by military personnel and their dependents within the continental United States or between the United States and Alaska, Canada (including the Province of Newfoundland), and Mexico, or

(2) When travel is authorized to be performed by privately owned conveyance by civilian employees and their dependents on a reimbursable basis.

(d) *Minimum standards.* Nothing herein will be construed as preventing passengers from accepting accommodations with less than stated minimum standards as shown in §§ 211.3 to 211.5 when they meet the requirements of the Services and/or the traveler. Also, nothing in this part will be construed as preventing the Government from furnishing accommodations with less than stated minimum standards for military and civilian personnel when it has been determined by the Service concerned that exigencies of the service require use of such accommodations.

(e) *Civilian employees traveling at government expense.* Civilian employees will not be required to travel via any particular mode of transportation, commercial or military, when the travel order includes a specific statement excluding such mode of transportation. The official requesting the order shall be responsible for this statement after consideration of justification presented by the employee.

(f) *Selection of mode of transportation to be used.* All orders or other travel instructions which authorize a choice or determination between more than one mode of travel will be interpreted by the transportation officers in accordance with these instructions. In cases where two or more modes are available, the service (or transportation officers thereof) sponsoring the travel will determine the mode to be used, giving due consideration to all the facts in the case, including the desires of the traveler.

CODIFICATION: § 211.2 was added, 21 F. R. 1589, Mar. 14, 1956. Subsequently, paragraphs (b), (d) and (e) were amended to read as set forth above, 23 F. R. 8337, Oct. 29, 1958.

§ 211.3 *Air transportation*—(a) *Commercial air transportation*—(1) *Use of scheduled air carriers within the continental United States.* (i) Individuals will be provided first-class air transportation, which is offered to the general public as first-class.

(ii) Persons traveling in a group travel status of 3-to-14 will be provided coach class or tourist air accommodations when available and the service and schedule meets the requirements. If coach class or tourist air accommodations are not available first-class accommodations will be provided.

(iii) Persons traveling in groups of 15 or more will be provided transportation via scheduled air carriers meeting the standards of service required in Part 209 of this subchapter. Arrangements for the movement of 15 or more persons will be made by the appropriate headquarters designated by the military service concerned.

(2) *Use of scheduled air carriers to and from and outside the continental United States.* (i) Military and civilian personnel traveling in an individual status or in groups of 14 or less will normally be provided first-class air transportation.

(ii) Persons traveling in groups of 15 or more will be provided accommodations in accordance with the standards of service set forth in Part 209 of this subchapter. Arrangements for the movement of 15 or more persons will be made by the appropriate headquarters designated by the military service concerned.

(3) *Use of sleeper-type aircraft, within, to and from and outside the continental United States.* (i) When the use of sleeping accommodations are necessary for the successful accomplishment of the mission, the travel orders will include such authorizations.

(ii) When sleeping accommodations are authorized, sleeping accommodations of the lowest rate in effect on the aircraft to be utilized will be furnished. If, at the time reservations are made, sleeping accommodations of the lowest rate are not available, sleeping accommodations of the lowest rates which are available will be furnished.

(4) *Use of supplemental carriers.* (i) Services provided by Supplemental Air Carriers are considered coach-type air transportation and do not constitute

first-class accommodations. Supplemental Air Carriers may be considered for individual or group travel of 14 or less persons subject to the following conditions:

(a) The schedule of the proposed flight is satisfactory and will assure arrival to meet requirements of the travel orders.

(b) Accommodations on the aircraft to be used are considered comparable to recognized standards of coach-type service with respect to comfort and sanitation, and

(c) Use of such supplemental air carriers otherwise meets military requirements and is acceptable to personnel in an individual travel status.

(i) Person traveling in groups of 15 or more within the Continental United States will be provided accommodations meeting as near as possible the standards of the Joint Military Passenger Agreements with the Air Carrier Associations.

(ii) Persons traveling in groups of 15 or more to, from, and outside the Continental United States will be provided accommodations in accordance with the standards set forth in Part 209 of this subchapter.

(5) *Use of Supplemental Air Carriers, to, from, and outside the United States.* The services of Supplemental Air Carriers may be considered for group travel of 15 or more. The accommodations provided will be in accordance with the standards set forth in Part 209 of this subchapter.

(b) *Government air transportation within, to and from, and outside the United States—(1) Use of Government air transportation.* Government air transportation includes all government-owned, leased, contract or charter aircraft operated by or for one or more of the Military Services.

(i) *Government-owned aircraft.* An aircraft owned by the United States government and operated by the Department of Defense.

(ii) *Government-chartered or Government-contract aircraft.* An aircraft hired from a commercial source for the exclusive use of the Government for one or more flights.

(2) *Accommodations.* (i) As a general rule, transport type aircraft operating on scheduled or semi-scheduled

service with troop seats and safety devices is considered adequate, with the following exceptions:

(a) When military or civilian personnel are accompanied by dependents.

(b) When individuals are of General or Flag rank, or equivalent civilian status.

(ii) Female passengers and dependents with or without accompanying sponsor will be provided air transportation on scheduled aircraft equipped with upholstered seats and enclosed toilet facilities. Should dependents refuse this accommodation, surface transportation will be provided for such persons. Under such conditions a refusal by the dependent to travel by air, when the exigencies of the service dictate that the principal travel by air, may also be considered as waiving the provisions for nonseparation of families.

(iii) Officers of General or Flag rank or civilians of equivalent status, as shown in table of military-civilian relationships contained in Department of Defense Instruction on "Issuance of Identity Cards Required by the Geneva Convention," will be provided air transportation on aircraft equipped with upholstered seats.

(3) *Minimum standards.* On aircraft equipped to carry General or Flag officers or civilians of equivalent status and/or female passengers, dependents and accompanying sponsor, the following minimum standards are established:

(i) Suitable meals will be available for all passengers.

(ii) A reasonable supply of wash water and potable water shall be aboard the aircraft.

(iii) The configuration of seating arrangements shall be similar to that provided aboard flights of the commercial, passengers, scheduled type operations and the seat spacing shall not be less than the average aircoach space provided by scheduled commercial service.

(iv) Suitable facilities for heating food (formulae) for infants will be available.

(v) Seating arrangements shall be provided on a basis of one seat for each individual, including infants.

(vi) Pressurized cabin aircraft will normally be provided for trans-ocean travel.

CODIFICATION: § 211.3 was added, 21 F.R. 1950, Mar. 14, 1956, and subsequently amended in the following respects.

1. Paragraph (a) was amended as follows:
a. In subparagraph (3), subdivision (ii) was amended to read as set forth above, 23 F.R. 8337, Oct. 29, 1958.

b. Subparagraph (4) was amended in its entirety, 23 F.R. 8337, Oct. 29, 1958. Subsequently, in subdivision (i), (a), and (c) were amended to read as set forth above, 24 F.R. 7135, Sept. 3, 1959.

2. Paragraph (b) was amended as follows:
a. In subparagraph (3), subdivisions (ii) and (vi) were amended to read as set forth above, 23 F.R. 8337, Oct. 29, 1958.

§ 211.4 *Land transportation* — (a) *Definitions.* For the purpose of this section the following definitions are applicable:

(1) *Individual travel.* Travel of all persons under orders which are not specifically designated "group travel order."

(2) *Group travel.* Three (3) or more military personnel traveling in a group from the same point of origin to the same destination under one order which is specifically designated "group travel order."

(3) *First-class transportation.* Transportation, exclusive of extra fare trains, which is offered to the general public as first-class.

(4) *Lowest first-class accommodations.* Except as hereinafter specifically provided, a lower standard berth shall be considered the lowest first-class rail accommodation for night travel in CONUS.

(5) *Coach-class.* A type of transportation, not affording sleeping facilities, offered by the rail carriers in the CONUS to the general public at a lesser rate and which is normally used for short journeys or day-time travel.

(6) *Bus transportation.* A transportation service, offered to the general public by commercial bus carriers, which is normally used for daytime travel when an entire journey can be completed between the hours of 0600 and 2400 of the same day.

(7) *Night travel.* Any journey which involves travel of four (4) or more hours between the hours of 10:00 p. m. and 6:00 a. m. This definition does not preclude the use of sleeping car service op-

erated between points involving actual running time of less than four (4) hours between the hours specified but allowing occupancy privileges of more than four (4) hours.

(8) *Day travel.* Normally a journey completed from origin to destination between the hours of approximately 6:00 a. m. and 12:00 midnight, including any other journeys not specifically defined as "night travel."

(9) *Member.* Wherever the words "member" or "members" are used in this part, they mean member of the Armed Forces.

(b) *Accommodations.* (1) *Members and civilian employees* (other than those persons listed in subparagraphs (2), (3), (4) and (5) of this paragraph, including cadets, midshipmen, newly enlisted members traveling from place of enlistment or induction to first duty station, members on temporary disability retired list required to submit to periodic physical examination, members of reserve components upon call to active duty for training and upon relief therefrom, members of Reserve Officers Training Corps when authorized to be furnished transportation to a training camp, and aviation cadets are entitled to:

(i) *For individual travel*—(a) *Day travel by rail.* First-class transportation with one seat in a parlor-car, or sleeping car or lounge car, if available, otherwise to coach-class except as limited by Standardized Government Travel Regulations in the case of civilian employees.

(b) *Day travel by bus.* Commercial bus transportation which normally can be completed between the hours of 6:00 a. m. and 12:00 midnight.

(c) *Night travel by rail in CONUS, Canada and Mexico.* For journeys, involving one or more nights enroute, first-class transportation and one lower standard berth will be furnished for that portion of the journey where sleeping accommodations are available.

(d) *Night travel by rail outside CONUS, Canada and Mexico.* Persons traveling as individuals will be transported in accordance with directives of the oversea commander of the area in which travel is performed.

(ii) *For group travel*—(a) *Day travel by rail or bus.* Either rail coach-class transportation or commercial bus transportation, whichever is more advantageous to the Government by reason of the

nature of the travel, or service, economy, and sound traffic judgment.

(b) *Night travel by rail in CONUS, Canada and Mexico.* For journeys, involving one or more nights enroute; first-class rail transportation, and sleeping accommodations in standard sleeping-cars of the regular section type for the entire journey unless only coach-class accommodations are operated at the beginning or end of the journey. Berth accommodations will be furnished on the basis of sections, two (2) members to a section, that is, equal number of lower and upper berths, but lower berths in sections to extent upper berths are not available in sections, plus lower berth for odd number members, if any. When movement is in special cars containing drawing rooms, the drawing room will be used as a section (one lower and one upper berth), except that the sofa in the drawing room will be used if the use thereof will obviate the operation of an additional sleeping car, the sofa to be used on the basis of one additional lower berth. Whenever special standard sleeping car(s) cannot be made available by the carriers within a reasonable time, accommodations will be furnished, on the same basis as above, in special tourist sleeping car(s).

(c) *Night travel by rail outside CONUS, Canada and Mexico.* Persons traveling as groups will be transported in accordance with directives of the oversea commander of the area in which travel is performed.

(2) Members discharged on account of fraudulent enlistment, applicants and rejected applicants for enlistment, registrants and rejected registrants, applicants for flying training, members discharged under other than honorable conditions, and discharged and/or paroled prisoners are entitled to:

(i) *Day travel.* Rail coach-class accommodations or bus transportation, whichever is more advantageous by reason of service and/or economy and sound traffic judgment.

(ii) *Night travel by rail in CONUS, Canada and Mexico.* First-class transportation with one upper standard berth, lower standard berth in sections to be furnished to extent upper berths in sections are not available.

(iii) *Night travel by rail outside CONUS, Canada and Mexico.* Will be furnished transportation as prescribed by the appropriate area commander.

(3) Military prisoners with guards.

(i) *Scope.* When it is determined that commercial transportation be utilized for the movement of prisoners under guard, it is considered desirable that such movement be accomplished in a manner which will permit the least possible contact with the general public. Considering appearance and safety, preventing other passengers from becoming apprehensive, or because of the physical condition of the prisoners, movements will be made in enclosed accommodations, when available, or in special car or chartered equipment. Appropriate certification will be contained in the travel orders for the use of enclosed accommodations.

(ii) *Groups of fourteen or less persons—(a) General.* Groups of fourteen or less persons will normally be moved in regular equipment of the commercial rail carriers. When rail transportation is not available or circumstances preclude its use, regular equipment of the other commercial modes of transportation may be used provided advance arrangements are made with the carrier concerned to accept prisoners.

(b) *Day travel.* First class rail transportation and enclosed accommodations in parlor car or standard sleeping car will be furnished the entire journey or for that portion of the journey over which enclosed accommodations are available. When enclosed accommodations are not available, the use of coach-class rail transportation is authorized.

(c) *Night travel.* Through first-class rail transportation and enclosed standard sleeping car accommodations, when available, for journeys involving one or more nights enroute. When enclosed accommodations are not available, open accommodations in standard sleeping cars of the section type are authorized.

(iii) *Groups of fifteen or more persons—(a) General.* Groups of fifteen or more persons will normally be moved in special car or chartered equipment. Arrangements for such movements will be in accordance with the special regulations of the several military agencies.

(b) *Day travel.* For rail movements, special coaches insuring exclusive occupancy will be provided under the provisions of the Joint Military Passenger Agreement with the rail carriers. Movements by other commercial carriers will be made in chartered equipment.

(c) *Night travel.* For rail movements, first-class transportation and special

standard sleeping cars of the regular section type insuring exclusive occupancy will be provided for journeys of one or more nights enroute. Movements by other commercial carriers will be made in chartered equipment.

(iv) *Government-owned prison cars.* The provisions of subdivisions (ii) and (iii) of this subparagraph do not preclude the use of Government-owned prison cars, when available.

(4) Absentees, stragglers, deserters, members on authorized leave without funds, and any member who loses his transportation while in travel status or who becomes separated from remainder of his party who are in travel status will be furnished the same class of transportation and accommodations as furnished members under subparagraph (1) (i) of this paragraph, except that, when not traveling under guard, they may, if they so desire, be furnished a cheaper class of transportation.

(5) Patients.

(i) *Individual travel*—(a) *Day travel, rail.* Will be furnished the same class of transportation and accommodations as furnished under subparagraph (1) (i) (a) of this paragraph, except that when the physical condition of a patient requires berth accommodations the responsible medical officer may authorize furnishing a lower standard berth for day travel by certification on the travel orders. (See (c) of this subdivision.)

(b) *Night travel, rail.* Will be furnished the same class of transportation and accommodations as furnished under subparagraph (1) (i) (b) of this paragraph. (See (c) of this subdivision.)

(c) *Special accommodations.* Whenever it is determined that the type of accommodations provided in (a) and (b) of this subdivision are not satisfactory due to the condition of the patient, the medical officer may authorize the use of room accommodations for the patient and attendants, if any, by appropriate certification on the travel orders.

(ii) *Group travel*—(a) *Day travel, rail.* When the physical condition of the patients warrants the use of seats and daylight schedules are available and adequate, first-class rail transportation and a seat for each patient and attendant will be furnished in a parlor car or standard sleeping car. Where the condition of a patient(s) requires berth accommodations the responsible medical

officer, by certification on travel orders, may authorize furnishing a lower berth for each such patient for day travel (See (c) of this subdivision.)

(b) *Night travel.* Patients will be furnished one lower berth or one upper berth each, whichever may be determined by the responsible medical officer, in standard sleeping cars of the regular section type. Attendants will be furnished berth accommodation in the same car with patients. (See (c) of this subdivision.)

(c) *Exclusive accommodations.* Whenever the responsible medical officer determines that a patient or a group of patients require exclusive accommodations, the provisions of subdivision (1) (b) of this subparagraph will apply.

(c) *Use of enclosed accommodations for purposes of security.* Whenever it is determined that enclosed accommodations are required for the purposes of security, the head of the military department concerned or such subordinate as he may designate, may authorize or approve the use of a compartment or other enclosed accommodations including any additional transportation required under the tariffs of the carriers for the exclusive occupancy of such accommodations.

(d) *Utilization of extra-fare trains.* An extra fare train will not be utilized for travel unless the authority directing the travel has determined that its use is in the best interest of the Government and the use thereof is authorized in travel orders.

(e) *Dependent travel.* Dependents of members and civilian employees whose transportation is authorized are entitled to:

(1) *For day travel.* First-class rail transportation when available, with a seat in a parlor car or sleeping car on the basis of one individual seat for each dependent, except as limited by Standardized Government Travel Regulations in the case of dependents of civilian employees.

(2) *For Night Travel in CONUS, Canada and Mexico.* First-class rail transportation with sleeping accommodations in a standard sleeping-car on the following basis:

(i) Authorized dependents will be classified into the maximum number of "pairs" and the minimum number of

"individuals" and furnished accommodations at the lowest possible cost to the Government. Pairs are defined as follows:

(a) Two dependents under 5 years of age, regardless of sex.

(b) Two dependents, same sex, under 12 years of age.

(c) Wife and one child, either sex, if child is less than 5 years of age.

(ii) *Individuals*. "Individuals" are defined as dependents (other than a dependent father or mother) who cannot be paired because one of them is 12 years of age or over, except for the wife as indicated in subdivision (i) (c) of this subparagraph, or the individuals are of opposite sex and one or both are 5 years of age or over.

(iii) *Dependent wife, father or mother*. Authorized accommodations for a dependent wife, except as indicated in subdivision (i) (c) of this subparagraph, or a dependent father or mother, are one lower berth each.

(iv) Except as indicated in subdivision (iii) of this subparagraph, authorized accommodations for dependents shall be determined in accordance with the following table. For this purpose, an upper berth shall never be considered adequate for occupancy by two persons regardless of age:¹

Dependent	Lower berth	Upper berth
1 individual (no other dependents).....	1	-----
2 individuals not capable of being paired.....	1	1
3 individuals not capable of being paired.....	2	1
4 individuals not capable of being paired.....	2	2
1 pair.....	1	-----
1 pair and 1 other individual.....	1	1
1 pair and 2 other individuals.....	2	1
1 pair and 3 other individuals.....	2	2
1 pair and 4 other individuals.....	3	2
2 pairs.....	2	-----
2 pairs and 1 other individual.....	2	1
2 pairs and 2 other individuals.....	2	2
2 pairs and 3 other individuals.....	3	2
2 pairs and 4 other individuals.....	3	3
3 pairs.....	3	-----
Each additional individual not scheduled above.....	-----	1
Each additional pair not scheduled above.....	1	-----

¹ As a bedroom can be obtained on one adult railroad ticket, such accommodations will be furnished when available in lieu of berth space when otherwise it would be necessary to furnish a half-fare railroad ticket for a child under 5 years of age to obtain an upper berth.

(3) *For night travel outside continental United States, Canada and Mexico*. Dependents will be transported in accordance with directives of the oversea commander of the area in which the travel is performed.

CODIFICATION: § 211.4 was added, 21 F. R. 1590, Mar. 14, 1956, and subsequently amended in the following respects, 23 F. R. 8337, Oct. 29, 1958:

1. In paragraph (a), subparagraph (9) was added.

2. Paragraph (b) was amended as follows:

a. In subparagraph (3), subdivision (II) was amended to read as set forth above.

b. Subparagraph (4) was amended to read as set forth above.

§ 211.5 *Sea transportation*—(a) *Commercial water transportation (not procured en-bloc)*—(1) *Selection of steamship line*. When travel at Government expense is authorized in commercial ships, it is mandatory that such travel be performed on ships registered under the laws of the United States unless the nonavailability of such ships or the necessity of the mission requires the use of a ship registered under foreign flag. Any determination of the need for utilizing a foreign flag ship is under the express provision of section 901 of the Merchant Marine Act of 1936 (49 Stat. 2015, Ch. 858, Title IX). When the time permits, a description of the circumstances should be submitted to the Comptroller General for advance decision prior to procuring transportation in a foreign flag ship. When two or more steamship lines operate ships registered under the laws of the United States between competitive points, consideration will be given to the possibility of dividing passenger business among such competing lines, taking into consideration the proximity and accessibility of ports of embarkation and debarkation to the original starting point and destination, with a view to selecting the steamship line which will meet requirements and provide satisfactory service at the least cost to the Government.

(i) *Classes of accommodations*. Passenger ships provide various classes of accommodations designated first-class, cabin-class, second-class, tourist-class, and third-class. On ships providing only one class of accommodations, such accommodations are normally referred to as first-class or cabin-class. On ships providing two or more classes of accommodations, the class next below first-class whether designated second-class,

cabin-class, or tourist-class will be considered as second-class accommodations. Accommodations next below second-class are usually designated third-class or tourist-class accommodations.

(2) *Authorized accommodations for individuals*—(1) *Individual defined.* For the purpose of this part, an individual, excluding categories shown in the Joint Travel Regulations, Chapter 5, Parts B, C, and G, but including those shown in Parts A and F, is defined as a member or civilian employee traveling under one order, or dependents without regard to the number.

(1) *Authorized accommodations.* (a) Members, including categories shown in the Joint Travel Regulations, Chapter 5, Parts A and F, and civilian employees, are entitled to lowest first-class rate accommodations when traveling as individuals. When lowest first-class rate accommodations are not available at the time reservations are made, such persons will be entitled to the lowest first-class rate accommodations available by the facility authorized to be used. When no first-class rate accommodations are available, such persons will be provided the next lowest class accommodations, if available.

(b) Dependents are entitled to lowest first-class rate accommodations. When dependents accompany the sponsor or for administrative but not personal reasons they travel at a later date, they are entitled to the lowest first-class rate accommodations available by the facility authorized to be used at the time reservations are made. If delay in travel is for personal reasons, the cost of accommodations in excess of the lowest first-class rate accommodations will not be authorized at Government expense.

(iii) *Authorized accommodations for groups*—(a) *Group defined.* For the purpose of this part, a group is defined as a movement of three or more military personnel from the same point of origin to the same destination under one order which is specifically designated as "group travel order." The accommodations authorized for group travel will be equally applicable for categories shown in the Joint Travel Regulations, Chapter 5, Parts B, C, and G, without regard to the number traveling.

(b) *Authorized accommodations.* (1) Officers and Warrant Officers or civilian employees of equivalent status traveling in a group travel status are entitled to

the lowest first-class accommodations available.

(2) Enlisted members or civilian employees of equivalent status traveling in a group travel status are entitled to lowest second-class rate accommodations available at the time reservations are made. When second-class rate accommodations are not available at the time reservations are made, such persons are entitled to the lowest first-class rate accommodations available by the facility authorized to be used. When neither first or second-class accommodations are available, accommodations in third-class or tourist-class (when designated as a class below second-class) will not be used without the specific approval of the appropriate authority in the headquarters of the Military Department concerned.

(iv) *Exclusive use of stateroom for security purposes.* The exclusive occupancy of a stateroom is authorized for security purposes in the transportation of classified documents or Government property, provided specific authority for the exclusive use of a stateroom is contained in the travel orders. The lowest first-class rate stateroom available, which meets the military requirements, will be furnished.

(b) *Commercial water transportation (procured en-bloc by a military agency).* First-class accommodations in commercial ships procured en-bloc on a lease or charter basis are considered to be Government transportation. Second-class, cabin-class, or tourist-class accommodations, when so designated to indicate the class of accommodations next below first-class, similarly procured, are also considered to be Government transportation.

(c) *Military Sea Transportation Service*—(1) *Classes of accommodations.* Ships of the Military Sea Transportation Service provide two classes of accommodations designated cabin-class and troop-class. Cabin-class accommodations in ships of the Military Sea Transportation Service will be considered the equivalent of first-class accommodations in commercial ships. Troop-class accommodations in ships of the Military Sea Transportation Service are primarily designated for military purposes and have no comparable class in commercial ships.

(2) *Authorized accommodations*—(i) *Members and civilian employees.* Male officers, male civilian employees of

equivalent status, as shown in table of military-civilian relationships contained in Department of Defense Instruction 1000.1, "Issuance of Identity Cards Required by the Geneva Conventions", female officer members, female enlisted members and female civilian employees are entitled to cabin-class accommodations. Male enlisted members entitled to transportation of dependents at Government expense and male civilian employees of equivalent status when traveling with dependents are entitled to cabin-class accommodations and when traveling without dependents are entitled to troop-class accommodations except that cabin-class accommodations may be furnished provided such assignments can be made without displacing other persons entitled to cabin-class accommodations. Male enlisted members not entitled to transportation of dependents at Government expense and male civilian employees of equivalent status are entitled to troop-class accommodations except that when traveling with dependents cabin-class accommodations may be furnished provided such assignments can be made without displacing other persons entitled to cabin-class accommodations.

(ii) *Dependents.* Dependents of members and civilian employees are entitled to cabin-class accommodations in dependent-carrying troopships.

(iii) *Special categories of Uniformed Personnel.* Midshipmen and cadets of the Service academies are entitled to cabin-class accommodations in dependent-carrying troopships and in austerity troopships.

[21 F. R. 1592, Mar. 14, 1958]

Part 212—Motor Common Carrier Facilities Questionnaire (DD Form 677) [Deleted]

CODIFICATION: Part 212 was added, 21 F. R. 2042, Mar. 31, 1956. Subsequently, Motor Carrier Facilities Questionnaire (DD Form 677) was discontinued and Part 212 deleted, 23 F. R. 9026, Nov. 20, 1958.

Part 213—Ocean Transportation Service

- Sec.
- 213.1 Authority and responsibility.
- 213.2 Background.
- 213.3 Organization.

- Sec.
- 213.4 Relationships.
- 213.5 Fiscal.

AUTHORITY: §§ 213.1 to 213.5 issued under R. S. 161, sec. 202, 61 Stat. 500, as amended; 5 U. S. C. 22, 171a. Interpret or apply secs. 2201, 2202, 70A Stat. 119, 120; 10 U. S. C. 2201, 2202.

SOURCE: §§ 213.1 to 213.5 appear at 23 F. R. 1726, Mar. 13, 1958.

§ 213.1 *Authority and responsibility.*

(a) The Secretary of Defense has designated the Secretary of the Navy as the "Single Manager for Ocean Transportation" with authorities and responsibilities as assigned in Department of Defense notice of May 28, 1956 (21 F. R. 4022).

(b) The Single Manager Operating Agency for Ocean Transportation is titled the "Military Sea Transportation Service (MSTS)."

(c) The Single Manager has designated the Commander Military Sea Transportation Service as the Executive Director for Ocean Transportation.

(d) As a part of the Operating Forces of the Navy, the Military Sea Transportation Service is responsible, through the Commander Military Sea Transportation Service, to the Chief of Naval Operations. As a procuring activity, the Military Sea Transportation Service is responsible, through its Commander, to the Assistant Secretary of the Navy (Material).

(e) The Executive Director for Ocean Transportation is assigned the responsibility for the control, operation and administration of ocean transportation (by government-owned or commercial vessels) for personnel, cargo and mail for all agencies of the Department of Defense (excluding personnel and cargo transported by units of the fleet) and as authorized or directed, for other agencies or departments of the United States, subject to the policies of the Secretary of Defense.

§ 213.2 *Background.* The Military Sea Transportation Service was originally established by directive of the Secretary of Defense dated August 2, 1949 (14 F. R. 5203). Pursuant to this directive, terms of reference, preliminary agreements and procedures were determined by designated representatives of the Chief of Staff, U. S. Army, the Chief of Naval Operations and the Chief of Staff, U. S. Air Force. These were promulgated by the Deputy Chief of Naval Operations